Recommendation against new railway Zones

1131. SHRI NILOTPAL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Reforms Committee had suggested in 1984 the creation of very few new Zones and did not suggest bifurcation of Eastern Railway;

(b) whether the Rakesh Mohan Committee has also recommended against creation of too many Zones;

(c) the amount allocated for formation of the new Zone;

(d) whether any financial cost-benefit analysis for the new Zone formation project has been made; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The Railway Reforms Committee (1984) recommended creation of four new Zones to *inter alia* provide relief to the heavily worked existing Zones. The Committee identified the Eastern Railway as one of the heavily worked Zones and recommended for creation of North Central Railway, Allahabad, to be carved out of territorial jurisdictions of Eastern and Northern Railway.

(b) The regrouping/creation of zones was neither a part of reference of the Committee nor part of their recommendations/executive summary. It has only commented upon decision of creation of new zones as an example of mixing policy and implementation without examining the subject in detail.

(c) An amount of approx. Rs. 30 crore has been allocated for the year 2002-03 for seven new Zones.

(d) and (e) The new Zones are created by carving them out of existing Zones, based on the criteria of workload, accessibility, geographical sprawl and pattern of traffic flows and other administrative and operational requirements, so as to provide relief to the heavily worked Zones and improve their efficiency. Financial projections (in terms of additional resource generation) have neither been made not it is feasible to quantify them. However, even a small increase in efficiency is expected to give rich dividends.